

MGDUFF



Metals of differing electrochemical potential when in contact with one another form galvanic cells. The metal with a lower potential in the galvanic cell will be anodic and will corrode. The same effect can occur in areas of different electrochemical potential in a single piece of metal such as a steel plate. Any craft moored or operating in fresh, salt or estuarine water is at risk from corrosion and the effects can be costly.

Anodes are made from a weaker metal than that of the hull and stern gear so this will be the first part that corrodes therefore protecting the hull and stern gear. Sacrificial anodes are fitted or bonded to the metal to be protected which in turn becomes cathodic as it has a greater electrical potential than the anode material and causes the anode to waste instead of itself.

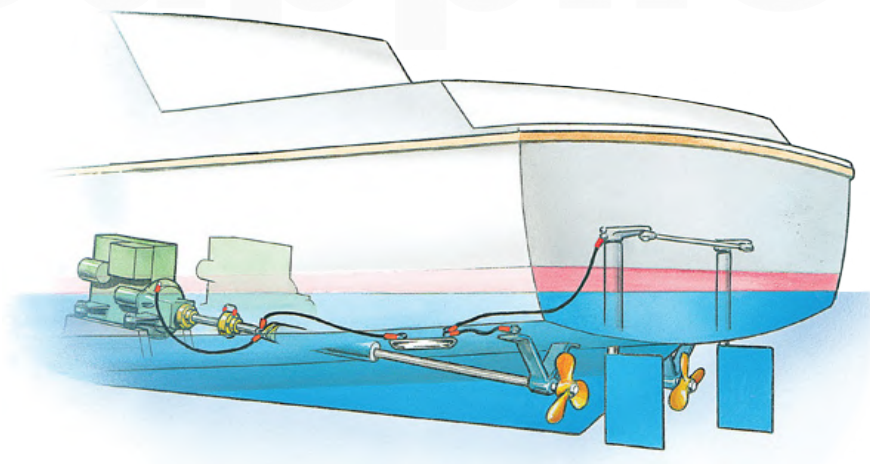
The selection of materials is of very high importance in the construction of a vessel. Generally naval architects and boat builders ensure that they select metals which are as far as possible compatible to each other and when this is not possible metals must be isolated from one another.

ZINC is mainly used for salt water applications.

ALUMINIUM is most commonly used for salt water and brackish water applications.

MAGNESIUM is used for fresh water applications.

For applications / vessels that move between water types, there is a hanging anode available which can easily be dropped into the water so you can always be sure that your hull and stern gear are protected.



ZINC

VS

ALUMINIUM

They look the same, which is better?

Salt & Brackish Water Use	Salt Water Use Only
Made in the UK	Made in the UK
Used by leading UK Boat Builders	Traditionally used for Over 60 Years
20% Longer Life	Widely Available
3x Lighter	
Higher Output	
Environmentally Friendly	
It even costs less than Zinc!	

Time for a rethink on ZINC!

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